

BRIDGEVILLE/GREENWOOD TRANSPORTATION PLANS STAKEHOLDER COMMITTEE MEETING 2

NOTES

11:00 a.m. – 12:00 p.m., Dec. 8, 2022
Microsoft Teams

Attendees

NAME	REPRESENTING
Jennifer Cinelli Miller	DeIDOT Statewide and Regional Planning (project team)
Andrea Trabelsi	Rybinski Engineering (project team)
Kristen Blake Kotula	Rybinski Engineering (project team)
Bethany DeBussy	Bridgeville Town Manager
Kelli Nuwer	Greenwood Resident
Christy Vanderwende Wright	Little Wagon Produce
Jack Hassman	Bridgeville Kiwanis
Bob Trapp	VFW Post 7478
Duane Miller	Mennonite School Principal

Action Items

- All committee members—please complete Doodle polls to help us schedule stakeholder and public meetings (links in transmittal email)
- Outreach to Woodbridge transportation official (district or contracted service provider) and district coordination for public workshop venue
 - Rybinski Engineering (RE) will follow up with Kevin Long
 - Bethany Debussy will also reach out to District
- Establish project content on town web pages (by early January)
 - RE will get web content/instruction to town managers
- Stakeholder/public survey
 - RE will draft survey for discussion at next stakeholder meeting (aiming to circulate around time of public workshop 1)
- Continue gathering existing conditions information
 - RE will set up follow up conversations with town managers for clarification and updates on existing conditions/trends and other coordination (survey, website, etc.)
 - RE will continue adding to findings on community vision and existing conditions to firm up at January stakeholder committee meeting in prep for public workshop and public input
- Provide information on municipal freight program to town managers—RE / DeIDOT

Meeting Summary

- I. Introductions
- II. Overview/recap for new members:
 - Purpose: Update/create a proactive local transportation plan for the Bridgeville and Greenwood area, by understanding the situation today, what the community's desired future looks like, and how to achieve it?
 - Planning with a 20-ish year time horizon
 - Identify/prioritize near-, mid-, and long-term transportation-related issues
 - Process
 - Committee Kickoff Meeting – Nov 2022
 - Existing Conditions Summary (public meeting #1) – Winter 2023
 - Plan and Strategy Development (public meeting #2) – Spring 2023
 - Monitoring and Implementation – Summer 2023
 - Monthly stakeholder meetings to progress the plan
- III. Community vision—reviewed summary of community vision based on stakeholder committee input and review of plans/studies to date.
 - Vision themes that emerged from stakeholder input to date and relevant community plans (mainly Greenwood Comprehensive Plan, 2019; Bridgeville Comprehensive Plan, 2018, and the Master Plan for Bridgeville and Greenwood, 2014):
 - Preserve community character
 - Contain / manage growth
 - Enhance agribusiness
 - Improve infrastructure sustainably
 - Community unity, connectedness
 - Goals and objectives with most direct relationship to this transportation planning effort identified were:
 - **Land use**
 - Cluster development, extension of town
 - Strategic growth on periphery (e.g. US 13)
 - Rural character preservation (e.g. near HS)
 - **Economic development**
 - Downtown infill, “main street” revitalization
 - Agribusiness corridor, “agrihood”, farmland preservation
 - **Environment**
 - Protect/enhance water quality (non-point source)
 - Stormwater and flooding mitigation
 - **Transportation**
 - Connectivity
 - Streetscape enhancements
 - Safety, sufficiency of infrastructure
 - Discussion question considered by the group: does this represent the current community visions and goals? Anything missing or need adjusting?
 - Add: focus on strategic growth and preservation around the schools in the area, including the Mennonite School
 - Specifically concerned about traffic, safety at pick-up and drop-off
 - Housing near schools can be good and support walkability for families and students
 - Continue to consider the issue of traffic as a community--to the towns versus around the towns, and the available connectivity to the region

- Economic opportunity, supporting downtowns
- improve connectivity, should have multiple ways to get to the same destination so that traffic can be spread out more

IV. Existing conditions/trends—presented information gathered to date around the key issues of relevance and concern for this transportation planning process, and asked for stakeholders to discuss tradeoffs, other important ideas not presented, other sources to consult.

- Consultant team noted that they will continue gathering more information in the coming weeks and follow up with stakeholders and others, as needed (see presentation and meeting recording for full detail):

A. land use/development

- Population growth and trends in the towns and county
- Proposed major site and subdivision development since 2008
- Future land use and growth/annexation plans for each town (from current comprehensive plans)
- Current State Strategies for Policy and Spending map (2020), which also shows areas “out of play” (these are generally agricultural easements in the areas around the towns)
- Population and employment projections to 2050 based on Traffic Analysis Zones (these inform projected traffic volumes)

B. mobility/transportation

- current and projected (to 2050) annual average daily traffic volumes—three roadways notable for anticipated increase in demand levels in the area: SR 404, SR16, and Redden Road
- roadway maintenance responsibility map (Municipal or State) (DeIDOT map/database)
- sidewalk conditions inventory, where represents ADA compliance as well as presence (DeIDOT map/database)
- bicycle level of traffic stress inventory, which represents level of comfort of segments of the transportation system and connectivity of the system for bicyclists (uses roadway speed and volume, along with bicycle facility type) (DeIDOT map/database)
- Fixed route transit and stops map (DeIDOT map/database)
- Freight network map and project candidate map from statewide freight study (2022)

C. economic development

- consideration of farm equipment on roads (seasonal activity, routing and signage opportunities?)
- travelers passing to versus through the towns are an economic development tradeoff.
 - map of summer 2021 travel data (from StreetLight) for trips coming from MD 404—reveal distribution of trips across the roadway network around and through the towns.

D. environment

- Stormwater management/flooding, and water quantity and quality are the strongest concern based on review of existing plans and stakeholder engagement to date. Map of impervious surfaces (2017, based on Land Use/Land Cover data collected every 5 years)
 - Chesapeake Bay watershed improvement plan is a factor

- County, Conservation District, and DNREC will be resources to explore
- Discussion throughout the meeting revealed various points that should be explored further, and issues that the group feel are a priority:
 - Schools zones, safety and drop-off and pick-up times, service lanes and other infrastructure solutions
 - We should look to manage (not limit) the growth around all schools, not just the high school
 - Schools tend to have very long pick up/drop off lines, especially Mennonite (no buses), with new security measures
 - It would be helpful to have more space to manage the queues
 - Bridgeville Bypass hurt some businesses in downtown Bridgeville, bypass was intended for trucks to reroute, but lots of vehicles rerouted too and decreased the number of people stopping through the town. Not so much an issue with Greenwood because there is no bypass, but something to keep in mind, when considering bypasses and alternative routes.
 - Connectivity of roadways (rather than cul-de-sac streets) relates to the issue of traffic coming to the towns versus through and also mobility/circulation for cars and other modes (walking, bicycling, etc.) within the towns
 - Connectivity offers more options to get around
 - New developments connecting with surrounding places, such as pathways, sidewalks, and roadways
 - Land use and land preservation a factor tied closely to community goals (economic development, environmental and community character) and will influence transportation planning/system at both micro and macro scales
 - Preservation of contiguous land (“districts”) preferred over farmland interspersed with non-farm parcels—what are the transportation implications?
 - State’s farmland preservation program at historic highs for funds in recent years; the State’s agland preservation program may be a continuing avenue to pursue strategies (along with land use authority) toward the broad community goals such as preserving the rural community character
 - Safety concern: area near Old Dominion Trucking is seeing an increase in crashes, particularly at signal at US 13 and Newton Rd
 - Increase in trucks, people running red lights and general unsafe maneuvers in limited area
 - Between Old Dominion Trucking and OA Newton, there is a new parcel being developed which will likely increase trucks in an area with high truck traffic already
 - Freight
 - Beyond the concerns about increased freight traffic and the routing of larger freight vehicles, tractor and truck parking/idling is an issue that is becoming more prevalent generally
 - There are many places identified where trucks cannot park. With trucking and delivery an important part of the overall economy (from local to national) and with the high number of industries that increase truck presence in this area, need to identify where trucks can park.

- Opportunity to proactively identify appropriate facilities for truck parking
 - Municipal freight planning pilot an opportunity for Greenwood and Bridgeville to get involved
- V. Public engagement:
 - Public workshop 1—aiming for February, will be an in-person open house (drop in) format (with hybrid option)
 - The workshop is intended to be an opportunity for the community to provide input on the community vision and existing conditions findings
 - Group agreed the High School is a good location, accessible and centrally located
 - 4-6pm generally a good time
 - A second public workshop to be held in the spring (once the plan has been drafted)
 - Website—content about projects being coordinated to go on town websites, and will include information on how the public can get involved
 - Community survey—planning to have a simple survey to help confirm the community vision and prioritize issues
 - Bridgeville is planning public survey as part of comprehensive plan update and would like to coordinate transportation survey questions
 - Stakeholders – be sure to connect with the school district
 - Consultants have been reaching out regularly and will continue
 - Bethany Debussy offered to reach out to District contact; Jack Hassman will try to mention as well

Related files

Presentation circulated as attachment with these meeting notes. Meeting presentation, notes, and recording will be eventually available via the forthcoming project webpages on the town websites.